

Chariton Valley Transportation Planning Affiliation

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CVTPA - RPA 17 - FY23 PTP update

TRANSIT MEETINGS - SUMMARY OF ACTIONS NEEDED/COMPLETED



Provided By: Chariton Valley Planning & Development COG

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2023 TAG Meetings for Passenger Transit Planning (PTP)

10-15 Transit/RPA 17
Lucas County Hospital
Wednesday, April 5, 2023 @ 10am

1. Introductions

See attached sign-in sheet. Kristine Kennedy, Jena Wiley, Jayma Hoch, Jay Allison, Julie Pribyl & Nichole Moore (CVPD)

2. Purpose of Meeting

Reviewed the role of the document, key partners, & importance of stakeholder/ community input

3. Transit Provider Overview

i.e., Service, ridership, drivers, vehicle count, expansion

10-15 Transit prefers that all rides be booked with 24-48hr notice to coordinate rides & limit duplication of services. All rides in the region are booked through calling the dispatchers (currently 6 on staff) in Ottumwa. Currently the transit agency employs nearly 100 people. The agency has modified the transit approach in recent years to accommodate riders in more passenger vehicles. This is less expensive for fuel, eliminates the challenge of getting drivers CDL certified, easily qualifies more people to drive, etc. Only about 1/3 of the 10-15 fleet are buses with the rest being SUVs, cars, vans, & other various passenger vehicles. Hours of transporting are 6am-6pm and office hours are 8am-5pm.

Currently the county inventory & drivers are:

Appanoose: ___ Vehicles & ___ Drivers

Davis: ___ Vehicles & ___ Drivers

Lucas: 7 Vehicles (1 bus) & 7 Drivers

Monroe: ___ Vehicles & ___ Drivers

Wayne: ___ Vehicles & ___ Drivers

Ridership numbers are all beginning to rebound from the Covid Pandemic. The greatest areas of growth are in aging services & veteran's rides. Transit continues to look for drivers & could currently use about 20 more to meet all needs.

4. Recent Impacts

i.e., Covid, Covid \$\$, Electric vehicles & funding, new mandates, charging stations, sheltered workshops, vehicle prices.

Electric vehicles are being urged at the federal level. At this point, 10-15 Transit has not begun the transition to any electric vehicles. Priority would be placed to first develop the infrastructure for charging, educating maintenance technicians, & the significant increase in expense to purchase vehicles. Currently the development time for an electric bus is a minimum of 3yrs. Electric passenger

vehicles could be a possibility in more urban areas but can be impractical in rural areas. Chariton city mayor, Jayma Hoch, indicated there are no public charging stations in Chariton nor has the city had any discussions to install. Iowa DOT has identified a “EV Corridors” throughout the state and it is primarily the interstate systems. The only RPA 17 counties impacted would be Clarke and Decatur Counties with I-35 passing through them (in Southern Iowa Trolley’s transit region).

Vehicle prices have skyrocketed over the past couple of years. The price of a bus or large van has nearly doubled. This has proven problematic for the public transit services that previously ordered vehicles but now the purchase price is no longer valid. IDOT has revamped some funding formulas to assist in covering the additional expense, but this can dramatically affect orders in the future.

Aging services were allotted funds over the past couple years to encourage personal care and well-being of seniors in the communities. This allowed for increased ridership in the region. Challenges are beginning to arise now that this funding source is exhausted. This is creating stress for riders who will now have to be responsible for contributing to the charges.

5. Community Partnerships

i.e. Veteran’s Service, Mercy Rides, United Way vouchers, Ride Vouchers, Wayne County still own van?

The Veteran’s Transit Service requests have exploded. There is an overwhelming need, which creates funding challenges. Nearly \$40,000 of complimentary rides had been provided halfway through 10-15 Transit’s fiscal year. This includes 11 riders in Appanoose County, 13 in Davis, 2 in Lucas, 6 in Monroe, and 4 in Wayne County (approximately \$13,115). Currently counties represented each contribute \$2500 each to 10-15 Transit’s operations. These funds are what is being earmarked for the veteran’s and not for operating expenses as originally intended. This is the only source of income for that program currently. The problem is local county Veteran’s offices no longer have volunteer drivers & don’t offer transportation services, so they are referring to 10-15. The RPA 17 counties have expended their contributions in the first six months of the fiscal year.

Lucas County Health Center invested their Covid relief funds into 10-15 Transit. They partnered to offer “Free Rides” to Lucas County residents on Monday/Wednesday/Fridays. This allows residents to meet all their health care, personal needs, and errands. This has been highly effective and significantly increased ridership in Lucas County. Discussion centered around how this service could be further promoted & how to educate residents that this service is available and open to everyone.

Mercy Rides continue to be offered and are being utilized in Appanoose County. This service is offered

Davis County Hospital & Clinics have a private van that is used to transport seniors receiving outpatient care. 10-15 Transit covers all other medical transport when needed.

10-15 Transit continues to provide service to many residents of the Amish population in Davis County.

Appanoose County still has a volunteer program entitled “Reaching All People Together” (RAPT) that offers private transport for residents that need assistance getting to medical appointments but are not comfortable riding on public transit.

6. Future Plans

Electric passenger vehicles could be a possibility in more urban areas but can be impractical in rural areas. 10-15 Transit would place priority to first develop the infrastructure for charging, educating maintenance technicians, & the significant increase in expense to purchase vehicles. The service would be more practically run in Ottumwa as a pilot service.

Several transit agencies are meeting to discuss ride sharing programs in the state. There is some confusion because DART (Des Moines Area Transit) is providing rideshare in other transit regions. An example is a DART van that originates in Ottumwa & provides service to Hy-Vee in Chariton. 10-15 Transit wasn't consulted and could be included in ridership counts. This could have an impact on the transit agency's service/funds and possible other expansions.

7. Any unmet community needs or suggestions for improvement?

i.e. Partnerships with staffing/employment agencies, medical facility needs, schools, large employers.

The City of Chariton offers youth activities in the summer at the library, parks, & pool. It can be especially difficult for migrant families, shift workers, & children who can find a ride to participate. Discussion was held on if a local person/ coach/parks & rec worker could be a driver, 10-15 Transit could provide the vehicle to transport. It could be an exciting partnership for the youth in the community.

The RPA 17 counties have expended their veteran's contributions in the first six months of this fiscal year. Alternate methods of revenue need to be explored. One option needs to be increasing the county contributions for the program. Another avenue includes 10-15 Transit exploring the option of establishing a 501c.3 non-profit arm of the agency. This would allow for donations to be applied specifically to veterans' transportation. After that non-profit is developed, fundraising options would include hosting a golf fundraiser partnering with local Veteran's Affairs offices & local chamber of commerce.

Hospitals across Iowa and the RPA 17 region struggle with patients that are admitted into ER and released after hours of the transit agency. This concern was mentioned again and there doesn't appear to be an easy answer. Transit agencies cannot offer a 24hr service due to the "on call status" of a driver getting paid for that time when this scenario only occurs a few times a year.

Participants of the meeting discussed the ongoing need to educate people that the transit service is available to anyone who needs a ride. Lucas County Health Center has worked hard in the past 2 years to educate case workers, appointment schedulers, physical therapy, and the medical clinic to encourage the "free rides" program for those who struggle with transportation issues. Chariton City employees also know to refer any residents to 10-15 Transit for anyone who calls needing a ride. Other promotional ideas included: "Chariton Today" free flyer that's mailed our weekly; social media posts; having the local school include in their messages; food truck vendors include in their sacks; a transit representative speak at Rotary and Kiwanis Clubs; send brochures to area churches.

QPS Staffing services in Centerville was contacted regarding a rideshare service being offered in the community. The service is contracted by Lee Container to transport workers from the Ottumwa area to Centerville. The driver must meet certain requirements and be employed at Lee Container for an 8hr shift. The greatest challenge is to find a reliable driver. The staffing agency is frequently forced to cover this need. They are currently looking to explore transporting from the region to include northern Missouri and possibly to the east into Davis County. The van is rented from Enterprise Rental. This type of service is available to any employers in the region wanting to

sponsor a rideshare service. The hope to partner with East Penn in Corydon and Smithfield in Milan, MO. This could be a potential partnership with 10-15 Transit for a more economical transit option manufacturing industry. QPS was invited to the PTP public meetings for further discussion but were unable to attend. Jay will be reaching out.

Monroe County Hospital & Clinics have reached out to share the greatest concern that patients have expressed is the high rate charged for care or specialty clinics out of the county. The hospital has addressed this problem by purchasing vouchers for patients that can't afford the fee after any other programs (Medicaid, aging, etc.) is deducted. A few patients have commented that sometimes they have to wait while other riders finish appointments, but that is to be expected when transporting multiple passengers.

2023 TAG Meeting Notes
RPA 17- Southern Iowa Trolley (SIT)

March 29, 2023

Clarke County Hospital, Osceola, IA

1. Introductions

See attached sign-in sheet. Present: Thomas Bahls (Clarke Co Hosp/Osceola City Counsel), Leesa Lester (SIT), Nichole Moore & Julie Pribyl (CVPD)

2. Purpose of Meeting

Reviewed the role of the document, key partners, & importance of stakeholder/ community input

3. Transit Provider Overview

i. i.e., Service, ridership, drivers, vehicle count, expansion

SIT provides an “on demand” service that allows interested parties to call a number and book a ride. This is compared to counterparts that require booking in advance. The hours of service are 7am-4pm.

SIT continues to recover from lost ridership during the Covid pandemic. Numbers are slowly improving. The agency is still short on drivers. There should be approximately 42 drivers on staff and there are currently 22 (which are 20 short). Three (3) FT drivers in Clarke County and one (1) FT/one (1) PT driver in Decatur County. This is having a direct impact on what services can be provided at which locations.

Promotional pieces were left with the hospital in English & Spanish. A new flyer gives people a “QR Code” that links to a survey as an avenue to collect input for improved services.

SIT is exploring options of “van pooling” with Enterprise Rentals. Other public transit agencies are collaborating with them to enhance their miles of service & credit ridership numbers to the transit service. RPA would like to gather more information regarding this as well.

SIT still offers booklets of tickets for rides. It is popular for families to purchase for elderly parents as gifts. Discussion was held about how the City of Osceola could utilize this for the senior center, etc.

4. Recent Impacts

i. i.e., Covid, Covid \$\$, Electric vehicles & funding, new mandates, charging stations, sheltered workshops, vehicle prices.

SIT drivers tend to be older individuals that work PT hours. Many choose to leave during the pandemic and not return to protect their health.

Sheltered workshops are now fully operating & resumed ridership.

Vehicle prices have skyrocketed over the past couple of years. The price of a bus or large van has nearly doubled. This has proven problematic for the public transit services that previously ordered vehicles but now the purchase price is no longer valid. IDOT has revamped some funding formulas to assist in covering the additional expense, but this can dramatically affect orders in the future.

Electric vehicles are being urged at the federal level. At this point, SIT has not begun the transition to any electric vehicles. Iowa DOT has identified a “EV Corridors” throughout the state and it is primarily the interstate systems. The only RPA 17 counties impacted would be Clarke and Decatur Counties with I-35 passing through them (in Southern Iowa Trolley’s transit region).

5. Community Partnerships

i.e., Veteran’s Service, Fun Bus, Mercy Rides, United Way vouchers, Ride Tickets, etc.

SIT continues to offer the “fun bus” still offered in Creston but could be expanded to Osceola. This service is offered to students (K-12 & college with ID) to ride to anywhere in the city limits for \$.50. Discussion was held that it could be a service utilized for kids going to the pool, parks & rec activities, or even conservation youth activities.

Osceola Foods packing house continues to bring in workers from the Des Moines area via 2 buses. This service is provided by HIRTA. It was proposed to SIT, but it was determined that the agency was not equipped for this service.

Transporting veterans as a complementary service is not a financial option for SIT.

6. Future Plans

SIT was granted \$1.6M from a Low Emissions/No Emissions grant application. This will allow the public transit agency to pursue building a new facility. At this time, the state has not issued the award contract, the land has not been purchased, & construction estimates have significantly increased so more funding will be pursued. The “Low/No” funding will require the agency to install electric vehicle infrastructure.

SIT may evaluate fee schedule soon. Also coming in the future, is a way for patrons to pay online.

SIT has modified the types of vehicles ordered. Leesa has recently ordered 14 passenger vans. This offers a better price point and also allows for drivers to only have a chauffeur’s license and not a full CDL. The CDL certification has been what prevents many people from qualifying as a driver for SIT.

SIT is also considering “right sizing” the fleet to smaller vehicles that could be more economical to purchase, lower fuel costs & hire drivers. The large vans or buses are seldom filled, and this could be an option for many rides.

7. Any unmet community needs or suggestions for improvement?

i.e. Partnerships with staffing/employment agencies, medical facility needs, schools, large employers.

The Clarke County Hospital was able to purchase a van through federal pandemic funding. The funding is exhausted, so the hospital is utilizing it for any medical transport related to patient care. The primary transportation provider is SIT during the day and the van is mostly used for late afternoon, evening & weekend transport when SIT is closed. The hospital has several people on staff that are certified to drive the van. The largest struggle is how to fund fuel for it. It was proposed that Leesa present to the hospital booking staff on

hours & trolley regulations in order to promote using SIT when possible and utilize the patient van only when otherwise necessary. (Leesa & Tom will follow-up to arrange that)

The hospital also owns a digital billboard on the west edge of town (near the interstate) and could provide promotions for SIT to provide access to medical care. (Leesa will follow-up on)

Several care centers and clinics across Decatur County have purchased their own vans to provide transportation services for clients. There is a driver located in the county for service but is often not very busy.

The City of Osceola has challenges getting youth to recreational activities – especially for migrant families, shift workers, & children who can find a ride. Discussion was held on if a local person/ coach/parks & rec worker could be a driver, SIT could provide the vehicle to transport. It could be an exciting partnership for the youth in the community.

Neighboring communities offer free transit services on specified days. It is sponsored by private and/or public entities. It allows residents to attend medical, dental, mental health, shopping, errands, etc. free of charge during the designated block of time. This group discussed if that would be something the local casino would sponsor since they could also potentially benefit. Tom stated the person to contact is David and he is a community-minded & supportive individual. (Leesa & Tom will coordinate on getting his contact information).

OTHER BRAINSTORMING: Could potential drivers be found by pursuing school bus drivers off in the summers or between routes? Perhaps give outreach to local churches that may have retired individuals who want just PT hours if they don't have to get a CDL?

FOLLOW-UP: One week following our PTP meeting the Creston area experienced a series of strong storms. One event produced baseball sized hail and created significant damage to the SIT fleet. Many buses are damaged, windows broken out, etc. This is likely to significant impact on their ridership numbers and repair budget.





LET'S TALK TRANSIT!!



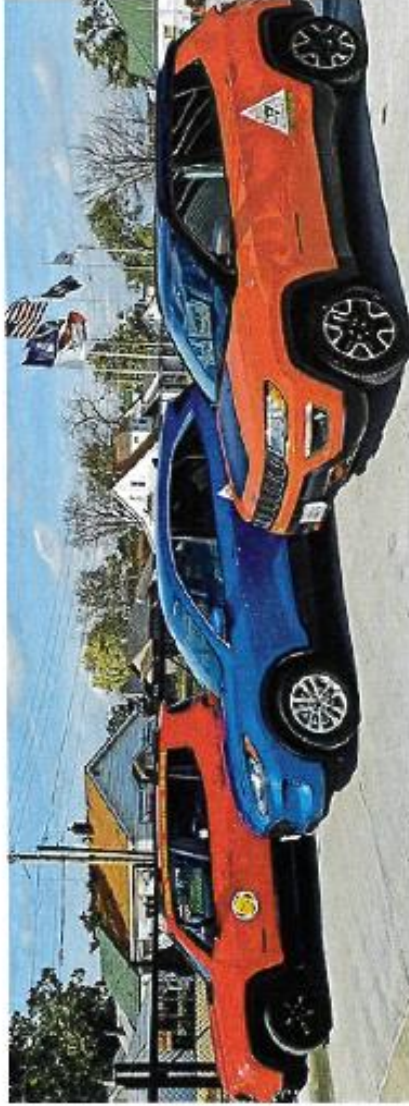
Join us for a conversation on how to catch a ride with 10-15 Transit, ways to improve, new opportunities, and how can transit better serve the area.

April 5th, 2023

10:00-11:00 AM

Lucas County Health Center, 1200 N 7th Street, Chariton, IA

For more information or to leave comments, contact Chariton Valley Planning & Development at 641-437-4359 or nmoore@charitonvalleyplanning.com



**Passenger Transportation Plan – TAG meeting
CVTPA Region- RPA17**

Date: April 5, 2023 Time: 10 AM Location: LCHC

Name	Business Name	Address	Phone	Email
Kristine Kennedy	LCHC	Chariton 1200 N 7th St	641-774-3226	KKennedy@lchcia.com
Jena Wiley	LCHC	Chariton 1200 N. 7th St.	641-774-3219	jwiley@lchcia.com
Julma Hoch	City of Chariton Mayor - LCHE	1200 N 7th St. Chariton	641-244-5671	julmahoch@gmail.com
Jay Allison	10-15 Transit	612 S. Madison Ave	641-777-3896	jay@1015transit.com



LET'S TALK TRANSIT!!



Join us for a conversation on how to catch a ride with Southern Iowa Trolley, ways to improve, new opportunities, and how can transit better serve the area.

March 29th, 2023
11:00-12:00 AM

Clarke County Hospital, 800 S. Fillmore St, Osceola, IA

For more information or to leave comments, contact Chariton Valley Planning & Development at 641-437-4359 or nmoore@charitonvalleyplanning.com



**Passenger Transportation Plan – TAG meeting
CVTPA Region- RPA17**

Date: 3-29-23

Time: 11:00AM

Location: CLARKE COUNTY HOSPITAL

Name	Business Name	Address	Phone	Email
Thomas Bahls	CCH	800 S. Fillmore	6413425489	tbahls@clarkehosp.org

Resolution Approving Update

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RESOLUTION APPROVING THE FY2023 CVTPA PASSENGER TRANSPORTATION PLAN (PTP) MEETING MINUTES – RPA 17

WHEREAS governmental bodies in the seven-county region have established the Chariton Valley Transportation Planning Affiliation (CVTPA-RPA 17); and

WHEREAS the Chariton Valley Transportation Planning Affiliation was organized by the seven-county (7) region to fulfill the requirements of the FAST ACT and subsequent legislation by granting greater public participation in the planning and programming of transportation projects; and

WHEREAS the Chariton Valley Transportation Planning Affiliation has held Passenger Transportation Plan (PTP) meetings and completed notes/minutes for FY2023; and

WHEREAS the Federal Highway Administration makes funds available for the purpose of carrying out the transportation planning process and the Federal Transit Administration provides a portion of funds for transit planning.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CHARITON VALLEY TRANSPORTATION PLANNING AFFILIATION.

1. To approve the FY23 – Passenger Transportation Plan meeting minutes.
2. To authorize CVPD to file all necessary work documents required by U.S. DOT and Iowa DOT and to sign all necessary work program documents and grant agreements.

Considered on this _____ day of _____, 2023 in Appanoose County, Iowa.

It was moved by _____ and seconded by _____ the Resolution be adopted by the Technical Advisory Committee. The motion Passed/Failed.

Technical Advisory Chairperson – CVTPA

It was moved by _____ and seconded by _____ the Resolution be adopted by the Policy Board. The motion Passed/Failed.

Policy Board Chairperson -CVTPA

Acknowledgment: _____

Submitted to:

Iowa Department of Transportation
Office of Public Transit
&
Office of Systems Planning
Ames, Iowa

Prepared By:

Chariton Valley Planning & Development Council of Governments

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Chariton Valley Transportation Planning Affiliation - RPA17

An update of passenger transportation service and support to public transit agencies in the Chariton Valley counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne in Iowa. Also, the City of Centerville, 10-15 Transit and Southern Iowa Trolley (SIT)